

WHAT VEHICLE WAS STRUCK	WHAT VEHICLE DID IT STRIKE
<p><input checked="" type="checkbox"/> 1. Vehicle</p> <p><input type="checkbox"/> 2. Truck</p> <p><input type="checkbox"/> 3. Bus</p> <p><input type="checkbox"/> 4. Motor Scooter</p> <p><input type="checkbox"/> 5. Scooter</p> <p><input type="checkbox"/> 6. Side car</p> <p><input type="checkbox"/> 7. Van from side</p> <p><input type="checkbox"/> 8. Change lanes</p> <p><input type="checkbox"/> 9. Curve or pass</p> <p><input type="checkbox"/> 10. Back</p> <p><input type="checkbox"/> 11. Started forward</p> <p><input type="checkbox"/> 12. Reversed</p> <p><input type="checkbox"/> 13. Other</p>	<p><input checked="" type="checkbox"/> 1. Motor vehicle</p> <p><input type="checkbox"/> 2. Truck</p> <p><input type="checkbox"/> 3. Bus</p> <p><input type="checkbox"/> 4. Motor scooter</p> <p><input type="checkbox"/> 5. Scooter</p> <p><input type="checkbox"/> 6. Side car</p> <p><input type="checkbox"/> 7. Started from side</p> <p><input type="checkbox"/> 8. Change lanes</p> <p><input type="checkbox"/> 9. Curve or pass</p> <p><input type="checkbox"/> 10. Back</p> <p><input type="checkbox"/> 11. Started forward</p> <p><input type="checkbox"/> 12. Reversed</p> <p><input type="checkbox"/> 13. Other</p>
DIRECT STRUCK BY VEHICLE (R. L.O.A.)	
Unit 1	Unit 2
1. Driver side	2. Passenger side
3. Front left	4. Front right
5. Rear left	6. Rear right
7. Center	8. Traffic signal
9. Other	10. Other
COLLISION SITE	
Our location of FIREST - Derail or Injury Producing Event Closest or Farthest Point of Collision	
Unit 1	Unit 2
1. Driver side	2. Passenger side
3. Front left	4. Front right
5. Rear left	6. Rear right
7. Center	8. Traffic signal
9. Other	10. Other
WHAT VEHICLE DO YOU SEE	
Unit 1	Unit 2
1. Stop sign	1. Stop sign
2. Yield sign	2. Yield sign
3. Flashing signal	3. Flashing signal
4. Railroad	4. Railroad
5. Road for walk	5. Road for walk
6. Road or more than one lane	6. Road or more than one lane
7. Driveway	7. Driveway
8. To a bus	8. To a bus
9. On ramp	9. On ramp
10. Off ramp	10. Off ramp
11. Curbside	11. Curbside
12. Other	12. Other
TRAFFIC CONTROL	
Unit 1	Unit 2
1. Stop sign	1. Stop sign
2. Yield sign	2. Yield sign
3. Flashing signal	3. Flashing signal
4. Railroad	4. Railroad
5. Road for walk	5. Road for walk
6. Road or more than one lane	6. Road or more than one lane
7. Driveway	7. Driveway
8. To a bus	8. To a bus
9. On ramp	9. On ramp
10. Off ramp	10. Off ramp
11. Curbside	11. Curbside
12. Other	12. Other
ROAD CHARACTER	
Unit 1	Unit 2
1. Straight level	1. Straight level
2. Straight upgrade	2. Straight upgrade
3. Straight downgrade	3. Straight downgrade
4. Turn-left	4. Turn-left
5. Turn-right	5. Turn-right
6. Banking right	6. Banking right
7. Banking left	7. Banking left
8. Off-ramp	8. Off-ramp
9. On-ramp	9. On-ramp
10. No control	10. No control
11. Other	11. Other
CONDITION OF DRIVERS AND PEDESTRIANS	
Unit 1	Unit 2
1. Apparently normal	1. Apparently normal
2. Drowsiness reported	2. Drowsiness reported
3. Under influence of alcohol	3. Under influence of alcohol
4. Very tired	4. Very tired
5. Sleepy	5. Sleepy
6. Drunk	6. Drunk
7. Condition not known	7. Condition not known
Body defects	
Other	
WHAT PEDESTRIAN WAS DOING	
Unit 1	Unit 2
1. Crossing or intersection	1. Crossing or intersection
2. Crossing/entering intersection	2. Crossing/entering intersection
3. Crossing/other interests	3. Crossing/other interests
4. Getting on or off vehicle	4. Getting on or off vehicle
5. Walking with traffic	5. Walking with traffic
6. Walking against traffic	6. Walking against traffic
7. Pushing on vehicle	7. Pushing on vehicle
8. Playing	8. Playing
9. Other	9. Other
TIME CHECK	
Unit 1	Unit 2
1. Daylight	1. Daylight
2. Dusk	2. Dusk
3. Night	3. Night
4. Evening	4. Evening
5. Dawn	5. Dawn
6. Other	6. Other
DIRECTION OF TRAVEL	
Unit 1	Unit 2
1. North	1. North
2. South	2. South
3. East	3. East
4. West	4. West
5. Other	5. Other
RA	
- visibility obscured by	
UNSAFE, DELINQUENT, OR OTHER ACTION (This section - primarily for general statistics and administrative purposes)	
Unit 1	Unit 2
1. Other driver: <i>improper start</i>	1. Other driver: <i>improper start</i>
2. Failed to Yield	2. Failed to Yield
3. Followed too close	3. Followed too close
4. Excessive Speed	4. Excessive Speed
5. Made Improper Turn	5. Made Improper Turn
6. Changed Lanes Unfairly	6. Changed Lanes Unfairly
7. Unsafe Vehicle	7. Unsafe Vehicle
8. Left of Center Passing	8. Left of Center Passing
9. Nonstop - or - No Impaired Action	9. Nonstop - or - No Impaired Action
10. Pedestrian/Bicycle Action	10. Pedestrian/Bicycle Action

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WHAT VEHICLE WAS INVOLVED		WHAT VEHICLE WAS HIT	
1. Car 2. Truck 3. Bus 4. Train 5. Boat 6. Airplane 7. Other 8. Motorcycle 9. Scooter 10. Bicycle 11. Horse 12. Other		1. Car 2. Truck 3. Bus 4. Train 5. Boat 6. Airplane 7. Other 8. Motorcycle 9. Scooter 10. Bicycle 11. Horse 12. Other	
4 1. Car 2. Truck 3. Bus 4. Train 5. Boat 6. Airplane 7. Other 8. Motorcycle 9. Scooter 10. Bicycle 11. Horse 12. Other		44 1. Car 2. Truck 3. Bus 4. Train 5. Boat 6. Airplane 7. Other 8. Motorcycle 9. Scooter 10. Bicycle 11. Horse 12. Other	
OBJECT STRUCK BY VEHICLE OR LOAD ON ROAD			
1. Tree 2. Other utility pole 3. Guard rail 4. Sign post 5. Curbside 6. Traffic sign 7. Stop sign 8. Other			
1. Tree 2. Other utility pole 3. Guard rail 4. Sign post 5. Curbside 6. Traffic sign 7. Stop sign 8. Other			
+ 1. Tree 2. Other utility pole 3. Guard rail 4. Sign post 5. Curbside 6. Traffic sign 7. Stop sign 8. Other			
COLLISION DIAGRAM			
Date Location of PIREST Damage or Injury Producing Event Place on Travel Pattern of Testimony VEH #1 VEH #1 HAD TURNED M-10 OFF THE ST. TO D.O.I. VEH #1 & #2 WERE DRIVING ACROSS THE ST. CURB LINE OF MEMORIAL & 62 FT. N. OF THE N.C. OR LINE OF 37 ST. VEH #2 HIT VEH #1. STATED HE WAS DRIVING IN LANES & HUES. VEH #2 WAS IN A SWING SPOT ACT. HE DIDN'T SEE VEH #2 TILL THEY HIT. DRIVER OF VEH #2 STATED ALL AT ONCE VEH #1 CAME OVER INTO HIS LANE & HIT.			
UNSAFETY, UNLAWFUL, OR OTHER ACTION THIS ACTION - primarily for general statistics and administrative purposes			
Date 1 2		Description 1 2	
1. Other 2. Failed to Yield 3. Followed too Closely 4. Unsafe Speed 5. Made Improper Turn		Description 1 2	
+ VEH #1 - R.O.W. CHANGING LANES		Description 1 2	
		6. Change Lane Unlawfully 7. Unsafe Vehicle 8. Left of Center Passing 9. Impaired 10. Pedestrian/Driver Action	
		+ VEH #2 - SWERVEED LEFT TRYING TO AVOID COLLISION	

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OKLAHOMA STATE BUREAU OF INVESTIGATION

INVESTIGATIVE REPORT

PAGE ____ OF ____

Case: CR 84-094	Reporting Date: June 21, 1985	Reporting Agent(s): Lydia Kimball <i>JK</i>	Reviewed By: <i>[Signature]</i>
Offense: HOMICIDE/KIDNAPPING	Case Agent: ROGERS	Office: ERO	Typed By: rb Date: 6/24/85
Subject: THOMAS JESSE WARD KARL ALLEN FONTENOT	Activity: TRAFFIC REPORTS ON JOEL WARD		

On June 20, 1985, traffic reports were obtained from Tulsa Police Department on JOEL WARD, W/M, DOB: 9/24/55, WARD was driving a 1979 Tan/Brn, GMC pickup, Tag #609489. JOEL WARD is the brother of TOMMY WARD, who is charged in the kidnapping of DONNA DENISE HARAWAY. Since this vehicle possibly was seen in Ada, Oklahoma, background information was obtained from JOHN STRIECH, Oklahoma Tax Commission. STRIECH advised this vehicle was purchased new from Marian Finton GMC, Ada, OK on March 2, 1979 by JAMES FRANKLIN WARD. The pickup came with the Sierra package, bally wheels, air conditioning, tinted glass, power steering, *5* rear brakes.

The vehicle was mortgaged to the Oklahoma State Bank, Ada, until it was sold to JOEL WARD in 1982. JOEL WARD financed the vehicle with the First National Bank and Trust, Ada, OK.

The insurance verification card presented to obtain the most recent tag, reflects the insurance is carried by Frontier Insurance, 3908 E. 31st, Tulsa, OK, 913-742-5826.

Frontier Insurance records reflect the insurance was obtained July 1, 1984, liability coverage only. JOEL WARD is the sole insured, and did not list previous insurance agencies that have carried that vehicle.

Since this vehicle has been in at least two accidents, Detective MIKE BASKINS, Ada, OK, will be checked with the First National Bank and Trust to obtain the insurance company's name, as well as any adjuster's photocopy of the damage to the vehicle.

leads _____

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OSBI 0174

OKLAHOMA STATE BUREAU OF INVESTIGATION

INVESTIGATIVE REPORT

PAGE 1 OF 1

Case: CR84-094	Reporting Date: JULY 22, 1985	Reporting Agent(s): JAMES OTLIE	Reviewed By: gc
Offense: HOMICIDE	Case Agent: GARY ROGERS	Office: ERO	Typed By: tab Date: 7-26-85
Subject: S) TOMMY WARD V) DANNA HARAWAY	Activity: INTERVIEW OF WAYNE GIRDNER		

On July 19, 1985, WAYNE GIRDNER, WM, employed as insurance agent with Farmer's Insurance Group, 301 South Elm Street, Oklahoma, (918) 299-0945, provided the following

GIRDNER stated that he had as an insured one JOHN WARD who worked at a Datsun dealership in Tulsa, Oklahoma. GIRDNER recalled that on one occasion WARD had driven a 1967-1973 gray prime Chevrolet pickup truck to GIRDNER'S office regarding insuring the vehicle. GIRDNER could not recall the date on which WARD was at the office with the pickup only that it was approximately one to one and one-half years prior to this interview. GIRDNER remembered the pickup because GIRDNER owned a pickup similar to that one and remembered looking at the truck because of the change of body styles between his truck and WARD'S truck. WARD at that time made mention that he was working on the pickup to make repairs on it and when the repairs were completed the truck was supposed to go to a relative down in the southern Oklahoma area of Durant or Ada.

GIRDNER'S information is sketchy due to his not being able to remember the exact day or even an approximate date as to when he saw the pickup truck and spoke to WARD about it. WARD'S residence was given as 9133 East Marshall Place, Tulsa, Oklahoma, home telephone number (918) 743-1792. GIRDNER advised that he kept no records on vehicles owned by individual's insured by his company once the vehicles were traded or sold and no longer insured with his company. His records only reflected current vehicles insured with the company and did not show any past records of vehicles previously insured. Past records of previously insured vehicles for an individual could possibly be obtained from the regional office of the Farmers Insurance Group in Overland Park, Kansas, at telephone number (913) 469-3100. GIRDNER could provide no further information in regard to this case at this time.

Leads

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OKLAHOMA STATE BUREAU OF INVESTIGATION INVESTIGATIVE REPORT			
Case: CR 84-094	Reporting Date: JULY 22, 1985	Reporting Agent(s): LYDIA KIMBALLE	PAGE ____ OF ____ Reviewed By _____
Offense: KIDNAPPING/HOMICIDE	Case Agent: ROGERS	Office: Ada	Typed By rb Date 7/22/85
Subject: DONNA D. HARAWAY (V) KARL FONTENOT (S) TOMMY WARD (S)	Activity: Background Information on JOEL WARD, SUSIE WARD etc...		

The following is a compiled list of relatives of
TOMMY WARD. This list was compiled by Detective MIKE
BASKINS, Ada Police Department.

JOEL WAYNE WARD
W/M, DOB: 09/24/55
SSN: 441-62-7862
(brother)

JAMES FRANKLIN WARD
W/M, DOB: 10/21/59
SSN: 443527586
1119 Smith, Odessa, Tx (Previous address)
1616 Ashland Ave, Ada, OK
(brother) **5**

LATRICIA JANICE WOLF
W/F, DOB: 12/02/53
Ada, OK
(Sister)

JOYCE CAVINS
W/F
Ada, OK
(sister)

VIRGINIA K. WARD
W/F, DOB: 06/28/66
Traffic citation on 04/21/85 Ad# PD
Driving '79 Chevrolet Pickup T602-489, belonging
to JOEL WARD
(Sister)

-continued-

Leads:

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FNUK, HOWELL
W/F
1616 Ashland, Ada, OK
(Sister)

MELVIN LEON WARD
W/M, DOB 06/29/59
5'10", 165, Brn/Grn
1119 Smith, Odessa, Tx (Previous address)
1616 Ashland Ave, Ada, OK (previous address)
SSN: 440669487
Tx DL# 10422589
no traffic or criminal record
(surrounding states were checked for DL and
criminal with negative results. Subject
cannot be located at this time.)
(brother)

SUSIE PEARL WARD
W/F, DOB: 06/10/20
SSN: 441181017
No Traffic
1616 Ashland Ave, Ada, OK
(mother)

BONNIE WHITE Oklahoma Employment Securities Commission,
(405) 521-3726, was contacted reference wage records for JOEL
WARD, SUSIE WARD and MELVIN LEON WARD. WHITE advised MELVIN WARD
has no wage record in Oklahoma; SUSIE WARD has one record for
1983-1984, Musket Corp., Oklahoma City, (405) 751-9000. Musket
Corporation owns a chain of convenience stores in which SUSIE
WARD worked as cashier for Love's in Ada, OK. JOEL WARD has two
wage records; third quarter of 1983 to first quarter of 1984,
Henderson Datsun, now known as Tate Datsun, Tulsa, OK; and WARD
is currently employed at Pemberton Nissan, Broken Arrow, OK.
(S..., 25C-5581.

JOEL WAYNE WARD currently lives at 9133 E. Marshall Place
Tulsa, OK, 74118, 335-9907. JOEL WARD previously lived at 10740
E. 41st, 6901, Tulsa, OK, 74135 E. 7th, Tulsa, and 1616 Ashland Ave,
Ada, OK. These addresses were reflected on WARD's application
for Silver Creek Apartments, 10740 E. 41st, Tulsa, The only
vehicle the application lists is a 1979 Chevy pickup, T-602-489.

JOHN CULLEN, Farmers Insurance Group, (913) 469-3200, was
contacted on 07/18/85, in reference to SUSIE WARD or TOMMY WARD
possibly having insurance with Farmers Insurance. CULLEN advised
SUSIE WARD, and TOMMY WARD have never been a client of Farmer's
Insurance.

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OKLAHOMA STATE BUREAU OF INVESTIGATION

P.O. BOX 11497
OKLAHOMA CITY, OKLAHOMA 73136

HEADQUARTERS - 3303 S. MERIDIAN
LABORATORY - NORTHEAST 36TH AT EASTERN

TED R. LINKE
DIRECTOR

PHONE (405) 682-6724
PHONE (405) 427-5421
CARL H. CLOUD
DEPUTY DIRECTOR

September 15, 1985

Mr. Bill Peterson
District Attorney
P. O. Box 146
Ada, OK 74820

Dear Sir:

Pursuant to your request, the following is the testimony that was given by myself on Friday, September 13, 1985, reference: OSBI CR84-094, WARD, F)NTENOT:

Driver's License checked in Oklahoma for DONNA DENISE HARAWAY, AKA: LYON, in November, 1984, July, 1985, and September, 1985.

Traffic citations checked for HARAWAY in November, 1984, July, 1985, and September, 1985.

Criminal Record checked in Oklahoma for HARAWAY, in November, 1984, July, 1985, and September, 1985.

Driver's License, and Criminal Records checked for HARAWAY in all 50 states in November, 1984, July 1985, and September, 1985.

Department of Human Services, Welfare department checked for HARAWAY receiving any benefits.

Oklahoma Employment Securities Commission checked for any records on HARAWAY.

Oklahoma Tax Commission checked for income tax records on HARAWAY.

Photograph of HARAWAY published in the Kansas Bureau of Investigation Bulletin, Texas Crime Analysis Bulletin, Florida Department of Law Enforcement Bulletin, and Regional Organized Crime Information Center Bulletin (ROCIC). ROCIC submitted HARAWAY's photograph to five sister agencies who in turn published HARAWAY's photograph in their respective bulletins. All of the above mentioned bulletins are then distributed to numerous law enforcement agencies throughout the United States.

OSBI
— A 60 YEAR TRADITION —
1925 - 1985

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Photograph of HARAWAY published in the Oklahoma State Bureau of Investigation Missing Person/Unidentified Deceased bulletin in May, 1984, and February, 1985. This bulletin is distributed to 500 law enforcement agencies throughout the United States.

Photograph distributed to Stillwater newspaper, Daily Oklahoman, Adm newspaper, Tulsa World.

Photograph distributed to all major media networks in the Oklahoma City area.

Photograph submitted to the Elks Lodge in Durant for publication in bulletin that is disseminated to 1000 members in Oklahoma.

Photograph distributed to the representative in Oklahoma City for the FTD Florists Association for dissemination to 23,000 agency members throughout the United States.

Photograph distributed to a Ham Operators organization in Oklahoma City for viewing at a rest area on I-40 over the 4th of July weekend, 1985.

Criminal and Driver's License checked for HARAWAY in all surrounding states.

Letter/Photograph mailed to all state certified institutions, and hospitals requesting any information on HARAWAY or any person matching her description being treated or admitted to that institution since the time of her disappearance.

The Oklahoma State Bureau of Investigation is one of the only states that keep all information on unidentified deceased located in the United States since the beginning of the program two years ago. HARAWAY has been compared to all Unidentified deceased matching a percentage of her descriptive data.

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The FBI administers the Missing Person/Unidentified Deceased program for the National Crime Information Center (NCIC). Any time an unidentified deceased is located, the law enforcement agency enters the information. The information is then compared to all missing persons listed in NCIC. Any descriptive data that matches a percentage of the data listed for the missing person, will be considered as a possible location of that missing person and will respond to the originating agency for the missing person, and the originating agency for the missing person. The OSBI did an off-line search of unidentified deceased matching a percentage of HARAWAY's descriptive data. An off-line search is a search by any agency, at any time, to determine if any unidentified deceased somewhat matches a missing person's descriptive data. Five responses were received, all were eliminated through the date the body was found, or by dental records.

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Of all the inquiries made, as of this date, no positive responses as to the location of HARAWAY have been received.

As far as if clothing is a determining factor in the identity of an unidentified deceased, the answer is as follows:

Clothing serves a useful purpose of giving investigators leads as to the identity of the person, but the ultimate identification is made through dental records and body x-rays. The OSBI does not at this time have body x-rays, but dental records have been submitted to the OSBI.

If at any time, a possible location of HARAWAY was obtained, I would be notified. As of this date, I know nothing about a possible sighting of HARAWAY in Texas.

Should you require additional information, or if I think of anything else, I will get in contact with you.

Sincerely,

TED LIMKE
Director

Lydia P. Kimball

By: Lydia Kimball
Criminal Intelligence Analyst

TL:LRK:lk

OSBI 0180